TRANSPORTATION OF PUPILS IN SCHOOLS OF OSCEOLA COUNTY

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L. F. RUTLEDGE

THESIS PREPARED AS PART OF REQUIREMENT
FOR MASTER OF ARTS DEGREE
FLORIDA SOUTHERN COLLEGE
1938

TRANSPORTATION OF PUPILS
IN SCHOOLS OF OSCEOLA COUNTY

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TRANSPORTATION OF PUPILS
IN SCHOOLS OF OSCEOLA COUNTY

GENERAL VIEW- 1938

Osceola County, with an area of 1356 square miles, ranks sixth in size among the counties in the state of Florida. Its population, 9754, is comparatively small, averaging only 7.1 persons per square mile. (1935 census) Its rural population 4355, shows a greater contrast yet, for it averages only 3.2 persons per square mile. This county is a large and sparsely settled area. It has but few points of concentration of population, and these are not well distributed throughout the territory.

At present, the schools (white) are located as shown on the small map below: (1) Kissimmee, (2) St.Cloud, (3) Holopaw, (4) Kenansville, and (5) Campbell Station. Kissimmee and St.Cloud have standard senior high schools; Holopaw and Kenansville have eight

grades each; and Campbell Station has only six grades. The total enrollment for all schools (including negroes) for the school year 1937-1938 was 2022. Of this enrollment 491 were transported. (14 negroes are included.)

Map of Osceola County showing the outline and size of the county and the location of the schools:

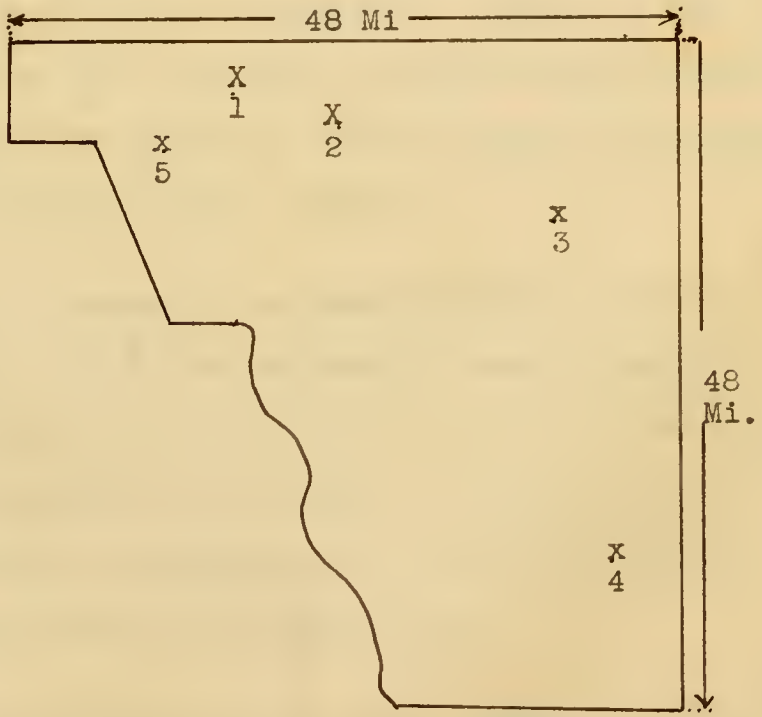


Fig.1.

POLICY OBSERVED IN ADMINISTRATION OF TRANSPORTATION *

1. Safety and health of children transported are essential requirements which must be adequately provided for and continuously maintained.

2. Wherever school bus routes are established they shall provide for a minimum of bus travel and a maximum of economy communsurate with high standards for the safety and health of children being served.

3. A reasonable walking distance for any child who is not physically handicapped is interpreted to mean any distance not more than two miles, and to apply to walking distance between the home and the school, or between the home and the school bus.

4. Responsibilities held by city or county officials for road, street, or sidewalk construction, policing, or other means to control traffic hazards and to provide safety

for pedestrians, are not to be accepted as responsibilities of school officials.

5. The school shall promote safety instruction applicable to the local community, and school officials shall notify city and county officials of existing hazards to pedestrians walking to or from school and of hazards which threated the safety of transportation of children whose homes are beyond a reasonable walking distance from school.

6. It is the policy of the school officials of the county* to conform to standards and regulations adopted by the State Board of Education, but it interprets such standards and regulations liberally, in the light of the best interests of local situations.

* Mr. Sam Brammar, County Supt. Public Instruction

TWO TYPES OF TRANSPORTATION

1937 - 1938

The transportation set-up in Osceola County for the year 1937-1938 involved two distinct plans, viz: the county school bus provision and the non-bus contract provision. By the first mentioned plan 428 children were transported to and from their respective schools over ten well selected bus routes. The buses used were of recent models and standard in every respect; the drivers employed were capable and courteous, and the roads traveled were graded or better.

The non-bus, or contract provision, was employed to accommodate pupils who resided in zones not reached by the regular buses. 63 pupils so located were transported in privately owned conveyances. This auxiliary transportation was done under contracts by patrons who resided in the non-bus areas.

The chart below gives data covering the provisions discussed in this review of the general situation:

Fig.2. Data Table, REGULAR BUS ROUTES

Routes	Driver			Load	Days	Buses	Road Mi.		
	Name	Age	Sal.				A-1	Grd.	Total
Shingle Creek	J P Tison	57	$360	55	177	Dodge Steel Body	20.7	--	20.7
Pleasant Hill	P Baker	42	360	52	177	" "	21.6	2.4	24.0
Campbell Sta.	I Collins	30	360	33	177	" "	5.0	10	15.0
Hilliard Is.	J Tyson	35	360	42	177	" "	9.1	16	25.1
Partin Settl't	WJ Thurber	39	360	59	177	" "	13.0	--	13.0
Kissimmee Prk.	J H Barber	46	360	40	177	" "	13.0	4	17.0
Hickory Tree	Jim Barber	40	360	39	177	" "	5.5	15	20.5
Holopaw	S Cubbedge	27	360	44	177	" "	16.9	--	16.9
Narcoossee	G B Lane	40	360	44	177	" "	15.0	--	15.0
Kenansville	HJ Simmons	44	370	26	177	" "	38.0	6	44.0
Total---			$3610	434			157.8	53.4	211.2

Fig.3. Data Table, NON-BUS ROUTES

Contract Routes	Driver			Load	Days	Vehicles	Road Mi.		
	Name	Age	Sal.			Mfg. Yr.	Good	Bad	Total
Loughman	C Torman	27	$675	22	177	Fd.Bus 1929	23	2	25
Tohopkee	Mrs.S.Story	49	180	3	177	Fd.M-T 1929	1	10	11
Crosby	Mrs.J Crosby	47	135	4	177	Fd,M-T 1927	3	4	7
S.West Lake	Mrs.J.King	32	108	4	177	Chev.Sed'36	-	5	5
S.St. Cloud	WL Stevens	35	135	10	177	Ply.Sed.'34	1	4	5
Deer Park	MA Sullivan	35	540	6	177	Fd.V8Sed'37	12	-	12
Negro	L.Silas	46	315	14	160	Fd Sta.W'36	3	4	7
Total			$2088	63			43	29	72

OBSERVATIONS:

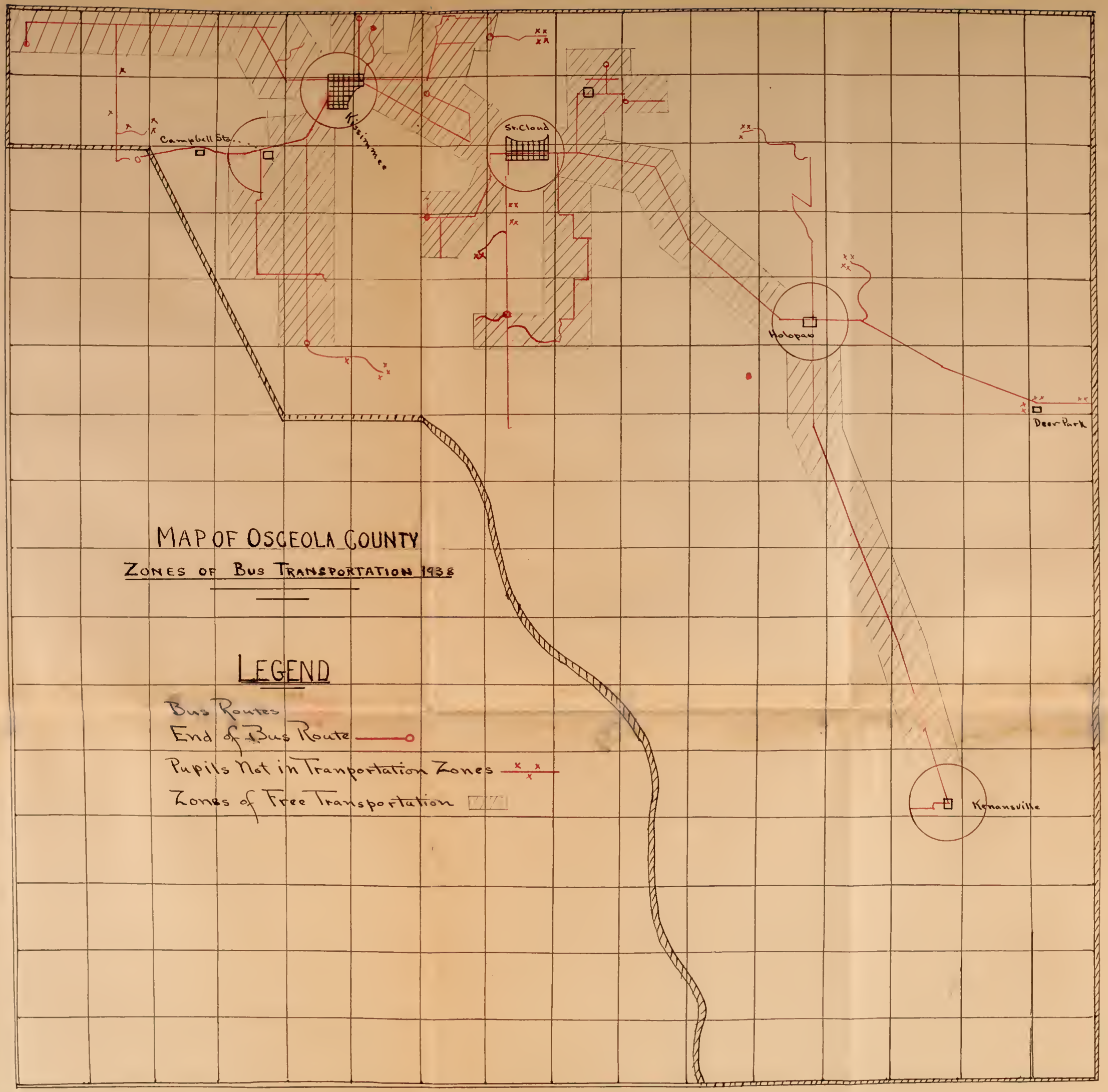
1. About 23 per cent of the total enrollment in the schools of the county is given free transportation.

2. Of the 491 pupils transported, 87.2 per per cent are accommodated on the regular school buses and 12.8 per cent on private conveyances.

3. All private conveyances used on the contract routes have adequate seating capacity, except one. Three of these are of rather ancient model.

4. One-third mileage traveled by contract drivers is over poor roads.

5. The transportation policy shows both insight and wisdom on the part of the county school officials.



MAP OF OSCEOLA COUNTY

ZONES OF BUS TRANSPORTATION 1938

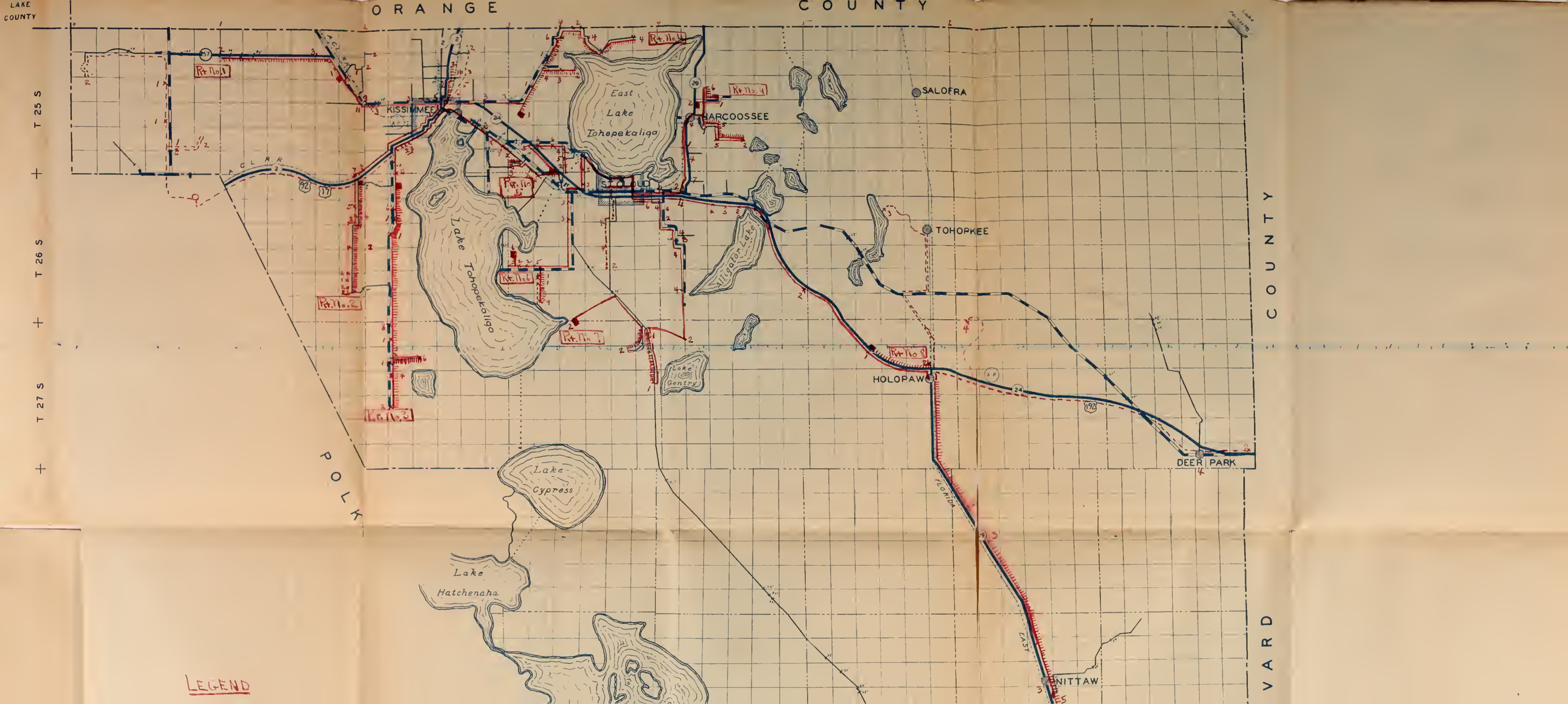
LEGEND

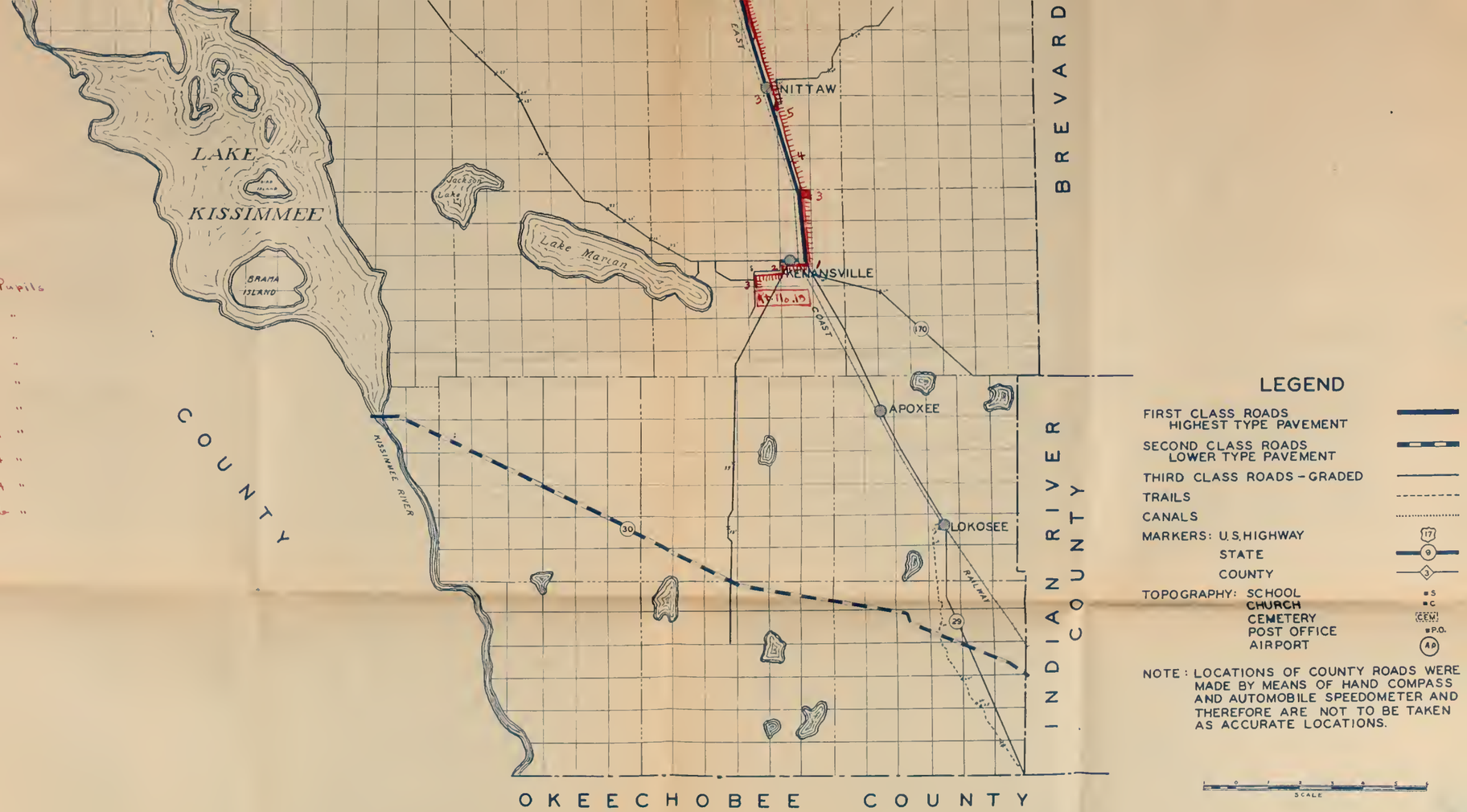
Bus Routes

End of Bus Route

Pupils Not in Tranportation Zones

Zones of Free Transportation


LAKE COUNTY
ORANGE COUNTY
OSCEOLA COUNTY
POLK
Rt. No. 1
Rt. No. 2
Rt. No. 3
Rt. No. 4
Rt. No. 5
Rt. No. 6
Rt. No. 7
Rt. No. 8
KISSIMMEE
East Lake Tohopekaliga
Lake Tohopekaliga
Alligator Lake
Lake Gentry
Lake Cypress
Lake Hatchenaha
SALOFRA
NARCOOSSEE
TOHOPKEE
HOLOPAW
DEER PARK
NITTAW
FLORIDA
EAST
T 25 S
T 26 S
T 27 S
LEGEND



LEGEND

School Bus Routes
"Double Tracked"
Stops for pupils
Non-bus Transportation Routes
Home of Bus Driver

Routes:

No. 1. Shingle Creek - Kissimmee, 55 Pupils
No. 2. Campbell Station - - - - - - 33 "
No. 3. Pleasant Hill - - - - - - 52 "
No. 4. Hilliard Island - - - - - - 42 "
No. 5. Partin Settlement - - - - - - 59 "
No. 6. Kissimmee Park - - - - - - 40 "
No. 7. Hickory Tree - - - - - - - 39 "
No. 8. Holopaw - - - - - - - - - 44 "
No. 9. Narcoossee - - - - - - - - 44 "
No. 10. Kenansville - - - - - - - - 26 "

STATE OF FLORIDA
STATE ROAD DEPARTMENT

OSCEOLA COUNTY

BUS ROUTES - MAP STUDY

The distribution of the rural population among the widely scattered settlements of the county gives rise to several problems, e.g.; (1) how to reach pupils who reside at points remote from highways; (2) how to make the routes direct and eliminate "doubling back" from remote points; (3) how to make routes short enough to conserve the energy and health of the children; (4) where to place loading stations; (5) how much and what responsibility shall the patrons be required to assume; (6) what arrangement shall be made for the bus child who becomes ill at school; and (7) where shall the bus be stored at night. The solution of such problems involves location of highways, kinds of highways, distance between points, number of children in settlement, location of school, location of bus zones and non-transportation zones, etc. As these relations can be shown very accurately by map, this study includes two large maps of Osceola County.

The first shows the location of bus routes and their loading points along the routes, 1937-1938. The other shows the "trunk line bus routes" and the "non-transportation zones" for the school year 1938-1939. These are attached to page 8 . Together they provide an interesting study of transportation problems and their solution.

To assist the reader in evaluating the zoning of the county, we introduce here the new regulations for 1938-1939.

The State Board of Education has recently adopted "Standards and Regulations Relating to the Transportation of Pupils to the Public Schools of Florida". Excerpts from Section V, School Bus Routes, are quoted below. The new set-up provided in these regulations promises to solve many of the problems mentioned above and to give a more satisfactory spread of service than that used during the last school year.

A. General Requirements

1. First consideration shall be given

to health and safety of children. Under the best conditions total daily travel should not exceed 30 miles for an elementary pupil or 50 miles for a high school pupil.

2. The cost for any transportation services shall not be excessive.

3. County and district lines shall not interfere with the educational welfare of a child; it is the responsibility of district trustees and officials of the counties involved to cooperate in promoting the welfare of the greatest number of children.

B. County Zoning

1. Definite attendance areas shall be determined for each school, and these areas shall be definitely devided into transportation and non-transportation zones. Maps showing these areas and zones for each school center shall be prepared annually prior to the letting of transportation contracts. Maps shall be in the office of the county superintendent, and the principal of each school shall prepare and keep up to date

a similar map for his school.

2. Non-transportation zones from which pupils are not to be transported at public expense shall be designated annually by the county board of public instruction prior to the designation of bus routes or the awarding of transportation route contracts and at least two months prior to the opening of school so that citizens living within these zones, or contemplating moving into such zones, may know at least two months before school opens that it is not the intention of the county board to provide transportation at public expense.

3. (Omitted)

4. The following shall be included in the non-transportation zones, and transportation shall not be provided from these zones from public schools' funds: (a) Areas less than 2 miles by the most direct walking distance to a school attended by a pupil living in the area. (b) Areas more than 2 miles from a projected

or designated bus route. (c) Areas in which the per-pupil cost of transportation would be excessive.

C. Daily Schedules

1. There shall be posted in each bus the daily schedule showing the clock time of all bus stops to the nearest minute. At no time shall the driver be ahead of the posted schedule.

2. The schedule of bus stops shall be posted by the principal in each school served.

2. No child shall be required to meet a bus before 6:30 o'clock a.m., and each and every child shall be returned to the point at which he catches the bus not later than 5:30 o'clock p.m.

D. A Share-Expense Basis

1. County boards are authorized, in unusual cases, involving a small number of children living in sparsely settled areas, to share the expense of operating an automobile as a means of enabling one or more pupils to regularly attend an adequate public free school, provided

the following limitations are met in full:
(a) At no time shall the expense shared by the county include payment for the time or labor of the person owning or driving the automobile, nor shall it exceed five cents a mile for one round trip of one automobile per day of school.
(b) Payment shall be on a basis of attendance of the children transported by the private car, as shown by a special transportation and attendance report submitted or approved by the principal.
(2) When an agreement is made to share the cost of operating a private car, the Board shall show in its minutes the amount of transportation assistance, together with names of pupils served, schools to be attended, and mileage of route.
(3) A county board shall not share the expense of operating private cars for the purpose of providing transportation of children whose homes are within 2 miles walking distance of school or bus.
(4) A private car of the usual pleasure type shall not be considered as a school bus, but when used to transport children to school on a share-expense basis with

the county board the driver shall (1) observe rules of the road and traffic laws, (2) the car shall not be crowded beyond capacity, (3) health and safety of the children transported shall at all times be safeguarded.

OBSERVATIONS:

1. Too much mileage is wasted by doubling back trips to and from the home of the bus driver; number of miles wasted per day is:

Campbell Station - 12.8
Pleasant Hill - 18
Hilliard Island - 16
Holopaw - 6
Shingle Creek - 12.8
Kenansville - 6
Total - 76.6

The estimated loss in cost of fuel is about $1080.

2. Too much mileage is wasted in side road trips to homes of pupils; number of miles per day is:

Pleasant Hill - 4
Kissimmee Park - 8
Hilliard Island - 17
Narcoossee - 6
Hickory Tree - 16
Shingle Creek - 8
Total - 59

The estimated loss in cost of fuel is about $850.

3. During 1937-1938, sixty-three pupils in non-bus zones cost the county $2088 for 11,000 miles traveled by contract holders.

Calculating the cost on the basis of 1938-1939 regulations, the saving is about $900. ($2088 - $1100)

4. Ten well selected trunk-line bus routes will be adequate for Osceola County. These are shown on the zoning map.

5. The length of the bus routes may be considerably reduced by (a) eliminating side road trips to residences, (b) eliminating doubling back to bus drivers' homes, and (c) establishing non-transportation zones.

6. The cost of transportation may be reduced by (a) saving in fuel over shorter routes, (b) share-expense basis of transportation from non-transportation zones, and (c) reduced wear and tear on buses.

7. Only six pupils now on bus lines will be included in non-transportation zones---four at end of Hilliard Island route and two at end of Shingle Creek route.

BUSES

STANDARD EQUIPMENT:

In August of 1935 the Osceola County Board of Public Instruction purchased ten new Dodge school buses. These buses have been equipped to meet all the standards and regulations adopted by the State Board of Education (1938). They have been used successfully during the last three school years, and are in good condition at present. The purchase price of the ten buses was $24232.

Fig.6. Data Table, BUSES

Bus	Make & Model	Seat. Cap.	Orig. Cost	Inspection	Insurance
No.1	Dodge Steel Body 1935	50-60	$2644.00	mo.	Body Injury $5000 Property Damg. $5000 Each Accident $10000
No.2	"	50-60	2644.00	"	"
No.3	"	50-60	2644.00	"	"
No.4	"	50-60	2644.00	"	"
No.5	"	40-50	2276.00	"	"
No.6	"	40-50	2276.00	"	"
No.7	"	40-50	2276.00	"	"
No.8	"	40-50	2276.00	"	"
No.9	"	40-50	2276.00	"	"
No.10	"	40-50	2276.00	"	"
		Total	$24232.00	"	"

ADEQUACY OF EQUIPMENT:

The buses number 1 to 4, inclusive, have a seating capacity of 50 to 60 pupils, and the other buses number 5 to 10, inclusive, have a seating capacity of 40 to 50 pupils. The daily capacity of the ten buses ranges from 440 to 540. As the total number of pupils transported in the county during 1937-1938 was only 491, it is evident that these buses can adequately accommodate all trunk-line transportation requirements during the next school year.

DEPRECIATION:

The County Board of Public Instruction anticipates an annual depreciation on these buses of 10 per cent. On this basis, the total cost of transportation should include an item of $2423 for depreciation.

Insurance:

Each bus is covered with liability insurance as follows: bodily injury, $5,000; property damage, $5,000; total liability for each accident, $10,000. The annual cost of this in-

surance is $486.40. The total cost of transportation should include this item.

SAFETY:

The school officials of Osceola County have placed great emphasis on safety in the transportation of school children. The buses are given mechanical inspection at regular intervals; the drivers selected are strong, healthy, intelligent men; the bus children are instructed as to their responsibility, and each bus in provided with a first aid kit.

NEW REGULATIONS FOR BUSES, 1938-1939:

The state's standards and regulations mentioned above could well be included in tota as a part of this thesis, for they are very specific as to equipment, maintenance and operation. More than one-third of the twenty-six printed pages in the bulletin are devoted to "Bus Specifications" and "Bus Maintenance and Operation", which fact is significant of the importance of the bus itself in the problem of school transportation.

The Osceola County school officials are eager to cooperate fully in providing and main-

taining safe and adequate buses under the state regulations.

The following rules are posted in all buses in all schools:

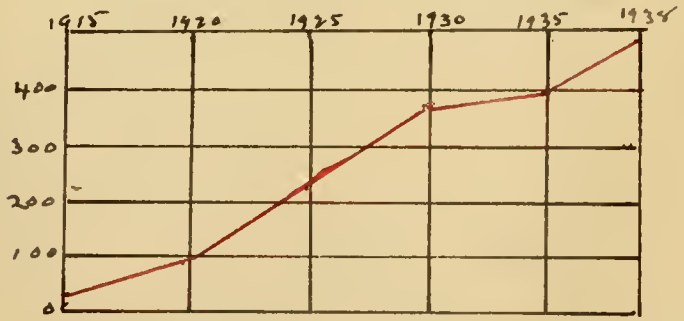
1. Driver must observe all state, county and city laws and commonly accepted rules of the road.
2. Bus shall be brought to a full stop before crossing railroads.
3. Maximum speed of bus shall not exceed 35 miles per hour.
4. Driver must maintain order; pupils refusing to obey the driver may be denied the privilege of riding on the bus until the matter is adjusted. Driver shall serve written notice on parents and school principal of such action.
5. Bus should park, when admitting or discharging pupils, in such manner that pupils will not be required to cross over streets or highways.
6. Responsibility for safety shall be assumed by the driver, the bus shall be inspected each school month.
7. No smoking, no profane or obscene language or misbehavior will be permitted on the bus. Classroom conduct shall be observed at all times.
8. Driver must not leave the bus when motor is running.
9. Driver must file, with the County Superintendent, a health certificate, signed by a practicing physician.
10. Bus should be cleaned once daily.
11. Driver does not assume responsibility for operating schedule in unfavorable weather.
12. Each pupil must be assigned a regular seat, permission to move to another part of the bus must be obtained from driver. Pupils must not extend arms or head out of bus window.

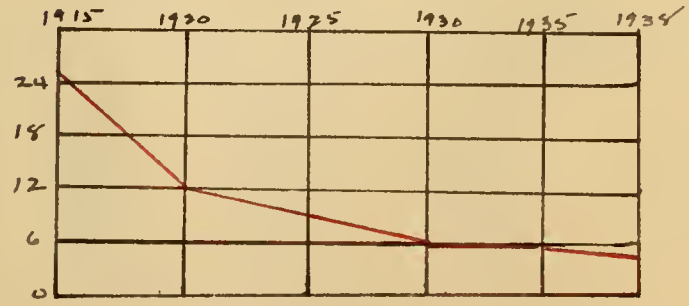
13. Any damage to the bus must be reported at once by the driver.
14. In case of accident, in which a school bus or transported pupil is involved, report must be made at once.
15. Drivers are instructed to procure information on any car passing a school bus when such bus is admitting or discharging pupils.
16. The bus is the property of the Board of Public Instruction and shall not be used for transporting passengers or other purposes than the transportation of school children. Drivers operating the bus for any other purpose or at times when children are in school shall be subject to immediate dismissal from the employ of the Board of Public Instruction.

HISTORICAL DEVELOPMENT

The charts and graphs placed below provide an interesting study of the development of transportation in the school system of Osceola County. No. 7 and No. 8 show definite relation between the consolidation of schools and transportation of pupils. This relation revealed here is significant of 20 years growth toward wider and better educational opportunities for an increasing number of pupils.

PUPILS TRANSPORTED
Fig. 7





NUMBER OF SCHOOLS IN COUNTY
Fig. 8

No.9 shows the fluctuation of cost per pupil day through a period of twenty years. Osceola County has regularly spent more per pupil for transportation than the state on an average has spent, but the curves in this graph definitely show the influence of the economic drift which has swept through this period. The expenditure for transportation has followed the tide up and down. This county has not been excessive in its expenditures, which fact is graphically shown below.

TR. COST PER PUPIL DAY - CTS.

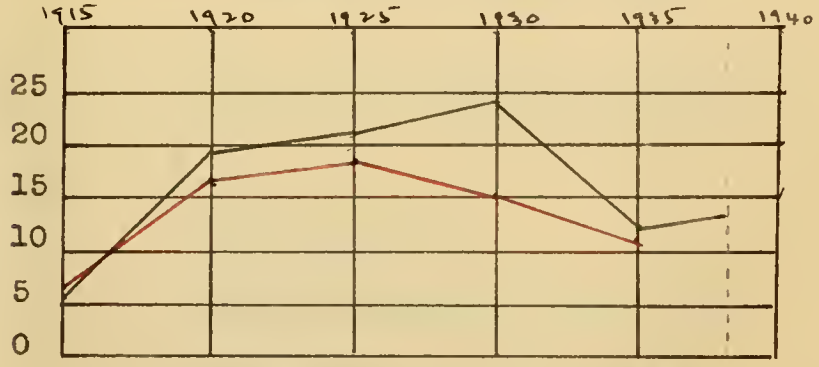


Fig. 9 OSC. CO. Black FLA. Red

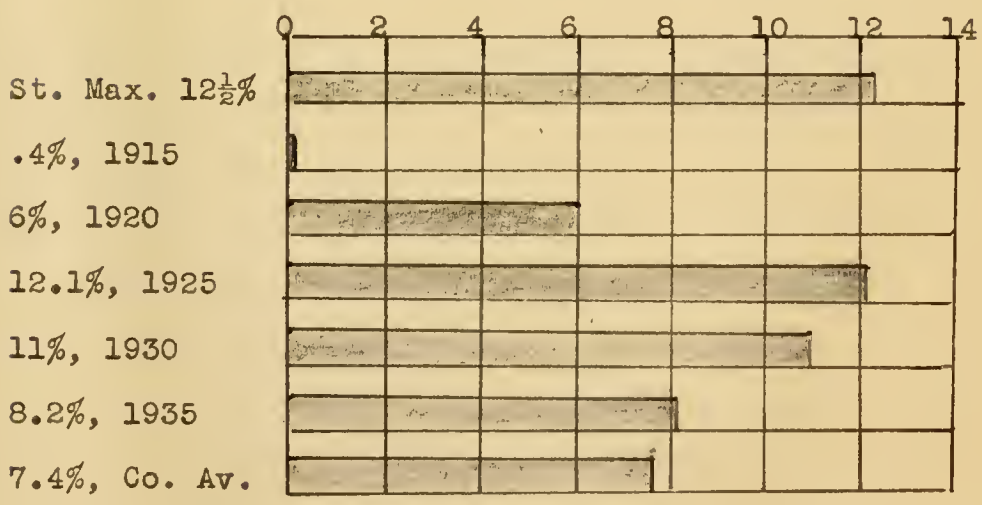
TRANSPORTATION OF PUPILS, 1915-1938

Year	Pupil	Day	Co. Cost Per P. Day (cts.)	Fla. Cost Per P. Day (cts.)
1915	25	160	5.6	7
1920	100	180	19.9	17
1925	233	173	20.7	18
1930	378	166	24.3	15
1935	396	180	11.9	11
1938	491	176	12.8	

(Fig. 10)

PER CENT OF SCHOOL FUNDS USED FOR TRANSPORTATION

For several years the Department of Public Instruction has approved the expenditure of school funds for transportation, but it has limited such application to 12½ per cent of total amount available to the county. The graph below shows that Osceola County has operated within the limit named.



(Fig. 11)

OBSERVATIONS:

1. Osceola County educational leadership has kept pace with trends toward better school opportunities for rural population.

2. The expenditures for transportation have increased, but the percentage of total costs has not been excessive.

TRANSPORTATION COSTS, 1937-1938

As the application of public school funds to the transportation of pupils reduces the amount available for application to instructional purposes, it is important that the transportation program be wisely administered and that the expenditures therein shall not be excessive. The State Board of Public Instruction has authorized the State Superintendent of Public Instruction to "Conduct statewide studies and assemble definite information useful in determining standards, unit costs, and relative values including relative costs and values of county-owned and contract buses; and to make this information available to county school officials." *

The County Board of Public Instruction is required to "limit expenditures for transportation from the county's apportionment of the Teachers Salary Fund for any (July 1 to June 30, inclusive) to 12½ per cent of the total amount available to the county for that year, except

* STANDARDS AND REGULATIONS, sec. II, part A, No.3

in individual cases where the State Board of Education grants permission to exceed 12½ per cent based on a comprehensive report showing special need and with assurance of the county board of public instruction that teachers have been paid in full to date ~~in~~ and said fund has been exceeded. Application to the State Board of Education for permission to expend more than 12½ per cent of the county's apportionment of the Teachers Salary Fund for transportation shall be filed with the annual budget.

In the light of these requirements, the charts appearing below contain very significant data.

COST OF OPERATION, INCLUDING SALARIES

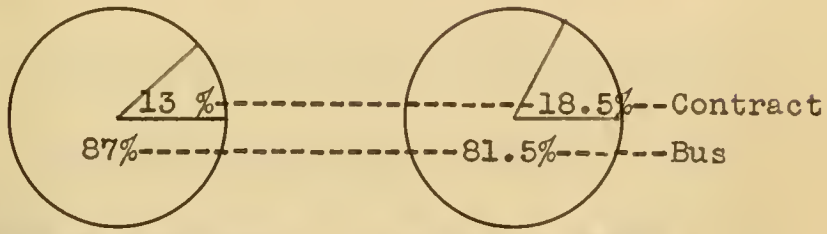
Bus No.	Total	Salaries	Gas & Oil	Insp.& Repairs
1	563.24	360.00	163.19	40.05
2	552.68	360.00	153.83	38.85
3	615.54	360.00	212.44	43.10
4	648.38	360.00	219.88	68.50
5	530.23	360.00	142.97	27.26
6	629.77	360.00	162.41	107.36
7	539.74	360.00	157.04	22.70
8	691.18	360.00	233.33	97.85
9	561.67	360.00	166.37	35.30
10	876.79	370.00	407.69	99.10
TOTAL	6209.22	3610.00	2019.15	580.07

(FIG. 13)

GENERAL ANALYSIS OF COSTS

A.

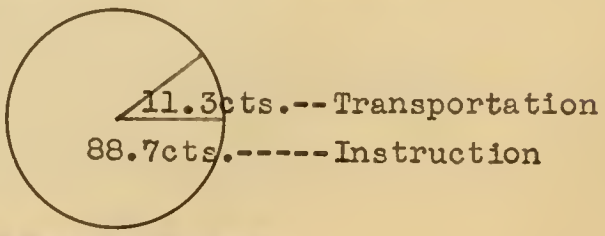
Total of Items Above	$6209
Annual Depreciation	2423
Insurance	486
Tags	20
Total, Bus Operation	$9138
Contract Operation	2088
Total Transportation Cost	$11226



PUPILS TRANSPORTED SHARE IN FUNDS

Fig. 14

Total Current Expenditures	$98777
Less Expenditures for Tr.	11226
Total Instructional Cost	$87551



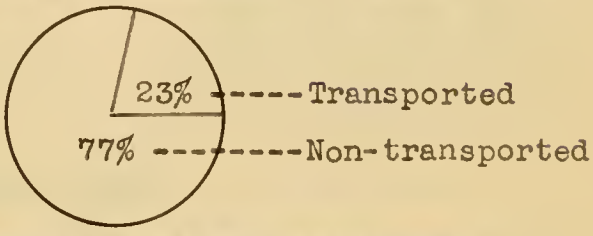
THE SCHOOL DOLLAR

Fig. 15

B.

Length of Term	177
Average School Attendance	1625
Average Bus Transportation	428
Average Contract Trans.	63
Average Number Transported	491
Average Daily Pupil Mi. on Bus	6366
Average Daily Pup. Mi. On Cont.	1022

Fig. 16



RATIO: TRANSPORTED - NON-TRANSPORTED

C. COST OF TRANSPORTATION PER PUPIL DAY

Buses	12.0 cts.
Contract	19.1
Combined	12.8

RELATIVE COST PER PUPIL DAY

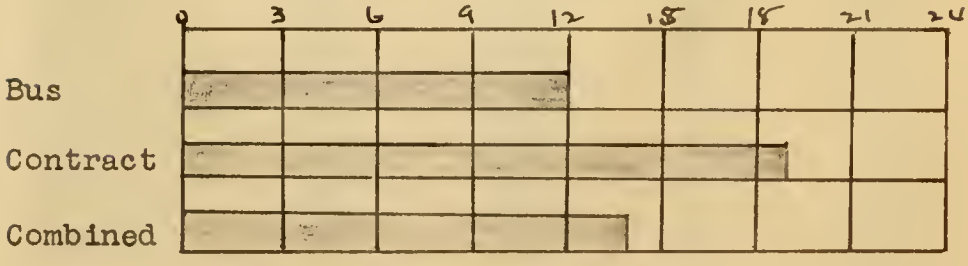


Fig. 17

D. COST PER PUPIL DAY
(Instruction and Transportation)

Non-transported child, Inst.	30.3 cts.
Bus child, Inst. and Transp.	42.3
Contract child, Inst. and Tr.	49.4

RELATIVE COST PER PUPIL DAY IN CENTS

Fig. 18

E. COST PER PUPIL MILE

428 bus children	.0681 cts
63 contract children	.0122
491 total transported	.0085

F. ANALYSIS OF ROUTE COSTS *

	Net Mi. Operat.	Cost Per Mi.	Pupil Load	Cost Per Pup. Day
Tison	24.3	25.33	42	8.2 cts.
Thurber	13.	40.21	59	4.9
Tyson	20.7	29.73	55	6.2
Baker	15.	35.35	33	8.9
Collins	24.	27.01	52	6.9
Barber, J.H.	19.9	28.22	44	8.0
Lane	15.	35.32	44	6.8
Barber, Jm.	20.5	33.71	39	7.8
Cubbedge	17.	37.05	41	8.5
Simmons	45.	19.48	25	19.5

Fig. 19

* Prepared by Mr. Sam Brammar, Co. Supt.

The range of cost per mile (shown in above table) from $19.48 to $40.21, could be due to several factors, viz.: mechanical condition of bus, weight of load, number of stops, condition of highway, incidental trips, etc. The range of cost per pupil day, from 4.9 cts. to 19.5 cts., could be due to the same factors, but others are probably involved. The heavy load and short haul of Partin Settlement bus cost most per mile of operation, but least per pupil day. The light load and long haul of the Kenansville bus cost least per mile of operation, but most per pupil mile. This correlation seems to run through the table.

G. COST RELATION, LARGE COUNTY - SMALL COUNTY

County	Total Current Expendi.	Cost Transp.	Av.No. Pupils Transp.	Av. Attend.	Days	Cost Per P.Day
Orange	645301	27540	1952	10768	178	7.3
Volusia	616499	37000	2314	6653	175	9.4
Seminole	302676	21645	1174	4105	178	10.3
Osceola	98777	11226	491	1625	177	13.0

Salary Scale: Orange, Volusia, Seminole - $90-135
Osceola - $90-100

Fig. 20

This table definitely shows the effect of concentration of population on the cost of transportation. Thickly settled areas have low cost per pupil day; sparsely settled areas have high cost per pupil day. Graphs below show this relation.

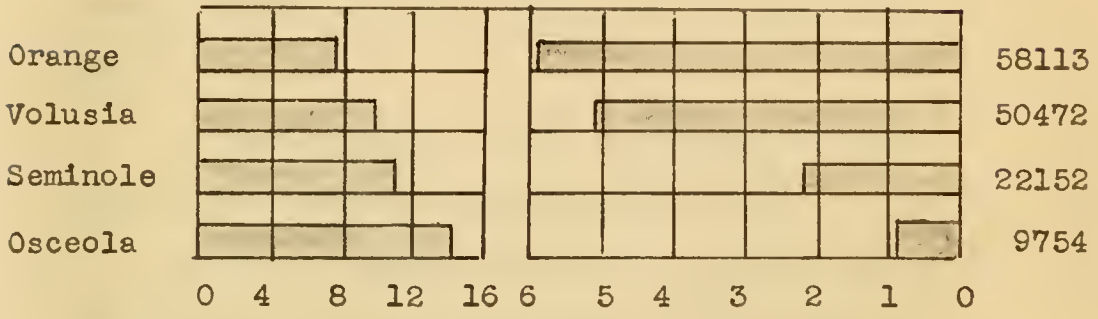


Fig. 21

COST PER PUPIL DAY (1 space = 4 cents)

TOTAL POPULATION, 1935 (1 space = 10000)

The total amount of current expenditures for schools as related to the amount for instruction and transportation is tabled below on percentage basis. The graph shows same relationship.

County	Per Cent Instruc.	Per Cent Transp.
Orange	95.8	4.2
Volusia	94.0	6.0
Seminole	92.9	7.1
Osceola	88.7	11.3

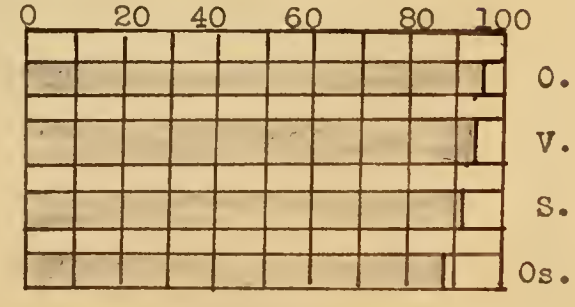


Fig.22

GENERAL SUMMARY

This study of the transportation situation in Osceola County attempts to answer the following questions:

1. Has the county kept step with trends toward better and more economical transportation?

2. What peculiar local problems are involved with school transportation here?

3. Is the county prepared to administer the transportation on the basis of the 1938-1939 "Standards and Regulations"?

4. Does the sparsely settled county have a heavier transportation burden than a densely settled county?

Some of these questions have been clearly answered in the observations and conclusions stated in the several sections above, but for the sake of summary, these are repeated below.

This county has, through a period of 23 years, gradually consolidated 25 schools into five schools. Several factors have been in-

volved in this: the general trend toward consolidation, improved roads, and the general demand for better and wider school opportunities. Transportation of pupils has developed from these trends. This county has regularly spent more per pupil day on transportation than has the state as a whole.

Several undesirable local situations have been discovered, as (a) excessive "Doubling Back" to residences of drivers and pupils, (b) wide range of variation in mileage cost on the several bus routes, (c) excessive cost per pupil in contract transportation, and (d) parents employed by contract to transport their own children (King, Story, and Crosby). The quality of equipment used on bus routes is superior in every particular. The policy of administration here conforms to best practices.

The zoning of the county under new regulations promises to reduce the mileage to the length of the trunk lines and thus eliminate side-road trips. The patrons living in non-transportation zones will share the responsibi-

lity and expense of conveying their children to the trunk lines. The ten buses, now owned by the county, have adequate capacity to accommodate all pupils living beyond the two-mile non-transportation limits about the schools.

The comparison of cost of transportation, the large county vs. the small, showsdefinitely a heavier transportation cost on the "small county". This situation, in its final analysis, places a penalty on teachers employed in the sparsely settled counties such as Osceola.

The funds applied to cover this higher transportation cost must be drawn from those funds provided for instructional coverage. Because of this, salaries of teachers in Osceola County cannot be as high as those in Orange, Volusia, and Seminole.

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